

Chrysler RAM PHEV Fleet - Phase 2

Number of vehicles: 23

Reporting period: November 2013 through July 2014

All Fleets

Date range of data received: 11/1/2013 to 7/31/2014

Number of vehicle days driven: 3721

All Trips Combined

Overall gasoline fuel economy (mpg)	20
Overall AC electrical energy consumption (AC Wh/mi) ¹	87
Overall DC electrical energy consumption (DC Wh/mi) ²	65
Overall DC electrical energy captured from regenerative braking (DC Wh/mi)	35
Total number of trips	17,936
Total distance traveled (mi)	230,152

Trips in Charge Depleting (CD) mode³

Gasoline fuel economy (mpg)	25
DC electrical energy consumption (DC Wh/mi) ⁴	202
Number of trips	6,649
Percent of trips city highway	86% 13%
Distance traveled (mi)	53,803
Percent of total distance traveled	23%

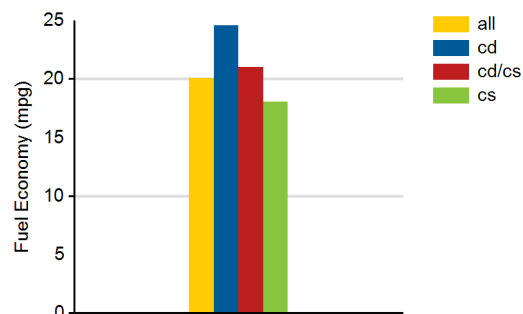
Trips in both Charge Depleting & Charge Sustaining (CD/CS) modes⁵

Gasoline fuel economy (mpg)	21
DC electrical energy consumption (DC Wh/mi) ⁶	67
Number of trips	2,760
Percent of trips city highway	68% 31%
Distance traveled CD CS (mi)	22,829 41,973
Percent of total distance traveled CD CS	10% 18%

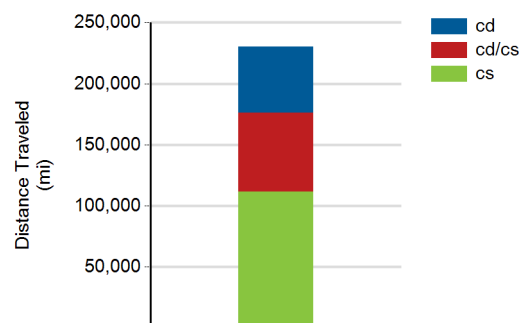
Trips in Charge Sustaining (CS) mode⁷

Gasoline fuel economy (mpg)	18
Number of trips	8,527
Percent of trips city highway	82% 17%
Distance traveled (mi)	111,597
Percent of total distance traveled	48%

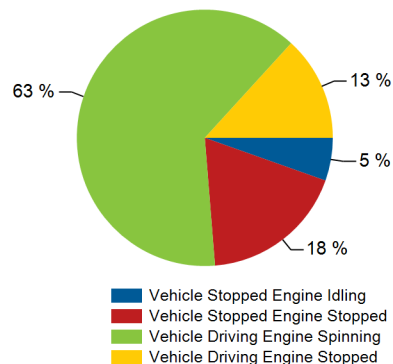
Gasoline Fuel Economy By Trip Type



Distance Traveled By Trip Type



Percent of Drive Time by Operating Mode



Notes: 1 - 9. Please see <http://avt.inl.gov/pdf/phev/chryslerreportnotes.pdf> for an explanation of all PHEV Fleet Testing Report notes. This document also includes all report changes to date.

The Chrysler RAM PHEV Fleet was designed as a demonstration program of customer duty cycles related to plug-in electric vehicles and may not necessarily demonstrate optimized fuel economy.

Vehicle fuel economy is based on customer usage and may not be representative of maximum potential fuel economy.

Trips in Charge Depleting (CD) mode

	City	Highway
Gasoline fuel economy (mpg)	24	26
DC electrical energy consumption (DC Wh/mi)	213	176
Percent of miles with internal combustion engine off	12%	3%
Average trip Aggressiveness	5.7	3.8
Average trip distance (mi)	7	17

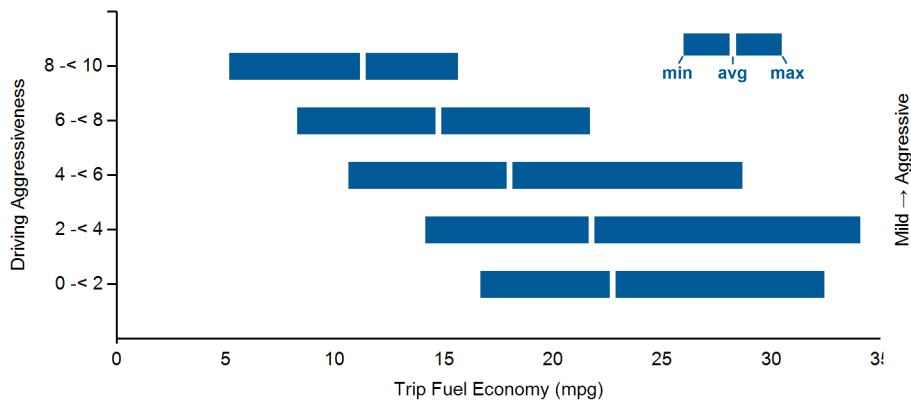
Trips in Charge Depleting and Charge Sustaining (CD/CS) mode

Gasoline fuel economy (mpg)	20	22
DC electrical energy consumption (DC Wh/mi)	78	57
Percent of miles with internal combustion engine off	9%	2%
Average trip Aggressiveness	5	3
Average trip distance (mi)	16	39

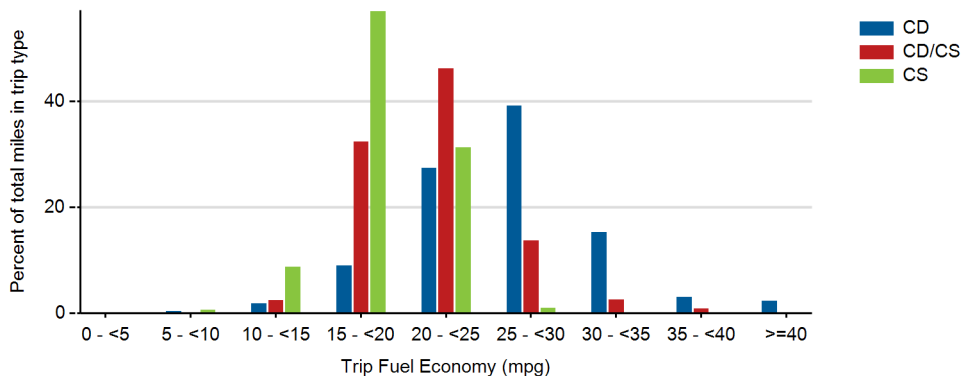
Trips in Charge Sustaining (CS) mode

Gasoline fuel economy (mpg)	17	20
Percent of miles with internal combustion engine off	8%	2%
Average trip Aggressiveness	5.6	3.1
Average trip distance (mi)	9	35

Effect of Driving Aggressiveness on Fuel Economy⁸



Trip Fuel Economy Distribution By Trip Type



Plug-in charging

Average number of charging events per vehicle per month when driven	20.85	
Average number of charging events per vehicle per day when driven	1.05	
Average distance driven between charging events (mi)	58.73	
Average number of trips between charging events	4.58	
Average time charging per charging event (hr)	1.59	
Average energy per charging event (AC kWh)	5.09	
Average charging energy per vehicle per month (AC kWh)	106.12	
Total number of charging events	3,919	
Number of charging events at Level 1 Level 2	766	3067
Total charging energy consumed (AC kWh)	19,951	
Charging energy consumed at Level 1 Level 2 (AC kWh)	3,163	16,782
Percent of total charging energy from Level 1 Level 2	16%	84%
Average time to charge from 20% to 100% SOC (hrs) Level 1 Level 2 ⁹	11.58	2.22

